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24TH TECHNICAL REVIEW COMMITTEE MEETING MINUTES
NAVY INSTALLATION RESTORATION PROGRAM
NAVAL EDUCATION AND TRAINING CENTER (NETC)
NEWPORT, RHODE ISLAND

-April 8, 1993-

TRC ENVIRONMENTAL CORPORATION
CONTRACT NO. N62472-86-C-1282
TRC PROJECT NO. 6760-N81

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ENCLOSURE (6)

MINUTES OF THE TWENTY FOURTH TRC MEETING

The 24th Technical Review Committee Meeting (TRC) for the Newport Naval Base Installation Restoration Program (IRP) studies was held at the Naval Education and Training Center (NETC) in Newport, Rhode Island on April 8, 1993 from 10:00 am to 1:00 pm. Attachment "A" provides a list of meeting attendees. Details of the TRC meeting are provided below.

OPENING REMARKS AND INTRODUCTION - Mr. Franco LaGreca, US Navy, Northern Division

Meeting agenda was presented - The agenda for the TRC meeting included the following discussion items:

- Opening Remarks and Introduction
- Tanks 53 & 56 (Tank Farm 5)
- Off-Shore RI Sampling
- McAllister Point Landfill Interim Measure Capping
- Phase II RI/FS Work Plan
- Study Area Work Plan
- Soil Pile Removal at Melville North Landfill
- Gould Island Building #35 Demolition Project
- Derecktor Shipyard Investigation
- DLA Tank Farm Investigation
- General Comments & Open Discussion

OPENING REMARKS AND INTRODUCTIONS

The United States Congress has cut back on the funding allocated to the U.S. Department of Defense for environmental restoration programs. The total amount of the funding cutback was $300 million, with a Navy shortfall of $80 million. In order to compensate for this decrease in funding, environmental projects have been prioritized in the following order from highest to lowest priority: 1.) clean-ups (i.e., remedial designs/remedial actions), 2.) continuing studies of on-going projects, and 3.) new sites or study areas. All of the NETC projects were prioritized using the new guidance and the good news is that not too many of the NETC projects have been affected by the funding shortfall. The NETC IR environmental investigations which have been affected and delayed include the Phase II investigations of Tank Farm Four, Tank Farm Five, and Melville North Landfill and the new study area screening evaluation of the Derecktor Shipyard. The Phase II investigations of the McAllister Point Landfill and the Old Fire Fighting Training Area will be conducted this year. In addition, remedial design activities will continue for Tank Farm Five and will be initiated for the McAllister Point Landfill (interim measure cap), the Melville North Landfill (soil "hot spots"), and Tank Farm Four (tank closure plans).

TANKS 53 & 56 (TANK FARM 5)

TRC prepared the soils investigation report for these two tanks and submitted it for review by the EPA and RIDEM on February 2, 1993. EPA review comments were received on March 12, 1993 and as of the date of this TRC meeting, review comments had not yet been received from the RIDEM on the soil investigation report of Tanks 53 and 56.

The purpose of the soils investigation was to assess the extent of petroleum hydrocarbon contamination in the soil around the tanks. The field investigation activities included extensive soil gas and test boring investigations around each tank. The findings of the investigations indicated that the soils immediately surrounding Tank 53 (primarily in the ring drain) are contaminated with petroleum-related compounds. A volume of 2,400 cubic yards of contaminated soil is estimated around Tank 53. The report presents the findings of the investigations and an overview of preliminary alternatives for addressing the contaminated soil. The concern over the effect of the petroleum product in the ring drain on any ground water and soil remediation plan was discussed. It was agreed that the petroleum product in the ring drain would need to be addressed in any comprehensive remediation plan.

The investigation and closure of Tanks 53 and 56 is being performed according to both CERCLA and RCRA requirements. The RIDEM RCRA program is taking the lead on addressing the soil contamination and the closure of the tanks. Whereas, the ground water contamination around Tank 53 is being addressed under the CERCLA program. The remediation of the ground water is considered a "management of migration" measure or operable unit. This interim ground water remedial action is intended to contain the ground water contamination in the vicinity of Tank 53 and prevent it from migrating further towards Narragansett Bay.

The design of the ground water remediation system for the ground water contamination around Tank 53 is being prepared by TRC. The 35% Navy (equivalent to 65% EPA) design development submittal of the ground water recovery and treatment design was submitted to the EPA and RIDEM for review on January 25, 1993. The 35% submittal included preliminary design plans and outline specifications and a remedial design work plan. Comments were received on the 35% submittal from the EPA on March 24, 1993 (Remedial Design Work Plan) and on March 30, 1993 (Design Analysis). As of the date of this TRC meeting, comments had not yet been received from the RIDEM on the 35% submittal. The next deliverable is the final 100% Navy (equivalent to the 85% EPA) submittal. The final submittal is scheduled for mid May 1993. The 100% Navy submittal is considered the final submittal by the Navy and thus will require a thorough review by the EPA and RIDEM. The current design schedule is to finalize the ground water design documents on June 28, 1993.

The estimated start date for the construction of the ground water remediation system is November 1993. This is based upon finalizing the bid documents in June 1993, starting the advertisement for the work in July 1993, and awarding the project in September 1993. Meeting this schedule is critical in order to obtain the federal government fiscal year 1993 allotted funding for this project. If this schedule is not met, the award and construction for this project will be delayed into the fiscal year 1994 funding window.

The planned ground water treatment system includes the following for the removal of metals and volatile organic compounds from the ground water: coagulation/filtration, ultraviolet light destruction (UV oxidation), and activated carbon polishing. The final treated ground water will be tested in compliance with all ARARs and city discharge requirements and discharged to the on-site sanitary sewer system for final treatment at the City of Newport wastewater publically owned treatment plant (POTW). The permit for discharge to the sanitary sewer system is being completed by NETC. Initial discussions with City of Newport POTW officials indicate that the plant can accept the predicted minor hydraulic and chemical loadings from the interim remedial action.

A pump test was performed in February 1993 to aid in designing the ground water recovery system. Pump test results and capture zone modelling have determined the spacing and predicted withdrawal rates of the ground water extractions wells. Based upon this information and the findings of the ground water investigations, extraction wells are planned at the leading edge of the plume to control further downgradient migration. Additionally, a row of extraction wells is sited adjacent to the downgradient side of Tank 53 to intercept any contaminant migration. The results of the pump test indicate the need for close well spacing and low ground water withdrawal rates (less than 0.4 gpm).

A tank closure study is being conducted by TRC for all of the tanks at Tank Farm Five under the Navy's Underground Storage Tanks (UST) Program. The objective of the tank closure study are to prepare conceptual tank closure plans, evaluate tank closure options and permit requirements, and develop preliminary cost estimates for the tank closures. A meeting was held on March 26, 1993 with RIDEM officials to discuss the objectives and scope of the tank closure investigation. Issues discussed at the meeting included State of Rhode Island tank closure regulatory framework and permit requirements, the scope of tank closure investigations, and potential tank closure options. A draft project report outline was also presented at the meeting for review and comment by RIDEM.

OFF-SHORE RI SAMPLING

The off-shore RI sampling effort planned in Narragansett Bay adjacent to the McAllister Point Landfill, the Melville North Landfill, and the Old Fire Fighting Training Area is tentatively scheduled for Summer of 1993. A preliminary scope of work for the off-shore sampling effort was previously presented to the EPA and RIDEM in the proposed work plan prepared by Battelle Ocean Sciences (Battelle). Battelle is the TRC subcontractor selected to perform the field sampling and laboratory analysis.

The negotiations between the Navy and TRC for this work is expected in late Spring. The Navy plans to award this work in June and initiate the field work in July 1993. A final Off-shore Sampling Work Plan will be developed by TRC and Battelle for this task prior to performing the field work. The Work Plan will be presented to the EPA and RIDEM at a future meeting and any comments on the plan will be addressed at the meeting. The Work Plan is considered a primary document since it is essentially part of the RI. The Navy will request that the EPA and RIDEM provide their comments on the work plan at this pre-investigation meeting. An

ecological risk assessment will also be performed by Menzie-Cura & Associates, Inc. during the off-shore investigations.

MCALLISTER POINT LANDFILL INTERIM MEASURE CAPPING

The Navy is planning an interim, source control, capping measure for the McAllister Point Landfill. As part of this measure, TRC will be completing a Focused Feasibility Study (FFS), develop a Proposed Plan, and prepare a Record of Decision (ROD) for the Navy. The Navy's goal for this activity is to have a signed ROD for this action by the end of this fiscal year (September 30, 1993). In order to meet this goal, the draft FFS report is planned for completion and submittal to the EPA and RIDEM for review on June 1, 1993. The Navy requested that EPA and RIDEM expedite their review of the FFS in order to meet the ROD goal.

Attachment B which presents the planned remedial design activities for the interim measure cap that was provided and discussed at the TRC meeting. As shown in the attachment, the remedial design for the cap will include numerous engineering studies, design tasks, and construction oversight tasks. A general discussion of each of these tasks was provided at the meeting. Also presented at the meeting and in Attachment B, are preliminary conceptual drawings of the interim measure cap. The Navy and TRC have been in contact with the Rhode Island Coastal Resource Management Council (CRMC) regarding this project and their requirements.

There was some initial discussion regarding the use of dredged material for landfill grading during the proposed cap construction. The Rhode Island Port Authority is reportedly seeking to dispose of dredge spoils from the Providence River. A concern over the possible levels of contamination in these spoils was discussed. It was also mentioned that dredge spoils were previously proposed as fill for the tank closures at Tank Farms 4 and 5. It was decided that any potential use of dredged material would require further study. However, neither of the proposed uses of dredged material appeared to be feasible at this time.

PHASE II RI/FS WORK PLAN

The draft final Phase II RI/FS Work Plan for the McAllister Point Landfill (Site 01), the Old Fire Fighting Training Area (Site 09), Tank Farm Four (Site 12), and Tank Farm 5 (Site 13) was completed and sent to the EPA and RIDEM for review on March 20, 1993. All final comments on this work plan are due April 19th (30 days from the submittal date). All comments on the draft final will be responded to and/or addressed in the final Phase II RI/FS Work Plan.

Several outstanding issues regarding the Phase II investigations were also discussed. Those issues included several of the RIDEM's comments on the Phase II RI/FS Work Plan. The numbers and topics of those original Work Plan comments discussed are presented below.

-Comment #24; McAllister Point Landfill Upgradient Monitoring Well Locations Rationale:
The RIDEM requested clarification on the proposed number of upgradient Phase II RI ground water monitoring wells. TRC explained that the upgradient wells were planned

to assess the ground water conditions upgradient from areas of the site where different types of contamination was observed in Phase I. In addition, it was anticipated that three sets of wells would provide the information necessary to statistically assess the background ground water quality for the site. This information is necessary for evaluating the site ground water data with respect to risk assessment purposes. An option that the RIDEM and EPA proposed was moving at least one of the well nests on site to aid in investigating on-site ground water conditions. The Navy stated that it would consider moving one of the well nests on site; however, the Navy wanted to be assured that sufficient upgradient or background ground water information would still be gathered with the reduced number of wells. This issue was going to be looked further into by the EPA with its risk assessment group.

-Comment #48; Tank Farm Four Surface Soil Samples SS-18 and SS-19 Rationale:

The RIDEM requested that subsurface soil samples also be collected at the proposed locations of surface soil samples SS-18 and SS-19. It was stated that these two surface soil samples were being planned to investigate the soil/sediment conditions of the low-lying, typically wet area in this portion of the site. It is felt by the RIDEM that subsurface soil sampling would aid in further investigating the Phase I soil gas readings reported in this site area. Given the shallow depth to ground water in this area of the site (several feet), the Navy agreed to investigate the soil conditions within the top 4 feet (or maximum depth of ground water table) with shallow borings. The shallow borings will be attempted with hand augers during the site surface soil sampling event. Two samples will be collected from each sample location, one at the surface (0 to 1 foot) and one at the 2- to 4-foot depth (if possible).

-Comment #52; Tank Farm Four Upgradient Monitoring Well Locations Rationale:

The RIDEM requested clarification on the proposed number of upgradient Phase II RI ground water monitoring wells for this site. It was explained that the hydrogeologic conditions and layout of the site result in upgradient areas along the northeast and eastern portions of the site. In addition, the Phase I RI ground water sample results indicate the presence potentially high naturally-occurring background levels of several inorganic compounds in the area ground water. Thus, several upgradient wells were proposed in Phase II to more fully investigate the area background ground water conditions. It was believed that the proposed upgradient wells would provide the background ground water quality information necessary for the human health risk assessment. The RIDEM specifically proposed that the planned well MW-6 be moved just southwest and downgradient of Tank #44 in the south central portion of the site, as well as move the planned well nest MW-8 approximately 200 feet towards where well MW-6 was planned. The Navy stated that it would consider such changes if it would be provided with assurance that the Phase I well nest MW-5 and the remaining planned Phase II well nest MW-8 would provide sufficient background ground water quality information for the RI ground water data evaluation and the human health risk assessment. The EPA stated that it would verify that the two well locations would provide sufficient upgradient background ground water quality information for the RI and risk assessment.

-Comment #53; Tank Farm Four Monitoring Well MW-10S Location Rationale:

The RIDEM requested additional clarification on the proposed location of well MW-10S. The RIDEM proposed moving the planned location of well MW-10S to the south and downgradient of Tank 38. It was stated that well MW-10S was proposed to investigate the ground water quality in that area which is in a somewhat downgradient direction of the northern portion of the tank farm and also between the tanks and Narragansett Bay. The proposed movement of the well to just downgradient of Tank 38 did not seem reasonable since the Phase I well nest is already downgradient of Tank 38. Thus, another location of approximately 200 feet west of Tank 37 was proposed by the EPA. This revised planned location for well MW-10 was accepted by the Navy.

STUDY AREA WORK PLAN

The final Study Area Screening Evaluation (SASE) Work Plan was submitted to the EPA and RIDEM on December 21, 1992. The SASE Work Plan addressed the following three designated study areas: Study Area 04 - Coddington Cove Rubble Fill Area, Study Area 08 - NUSC Disposal Area, Study Area 17 - Gould Island Electroplating Shop. The final SASE addressed EPA's and RIDEM's comments on the draft Work Plan as noted in the Navy's comment response letter dated November 2, 1992.

Funding to initiate the SASE's investigation field work this fiscal year is not available to the Navy due to the funding shortfall. The Navy has programmed the funding request for the SASE's investigation field work in Fiscal Year 1994. In addition, it is expected that the SASE's field work will be completed under the Navy Clean Program.

SOIL PILE REMOVAL AT MELVILLE NORTH LANDFILL

The Navy is in the process of readvertising the contract for this work. The end of May is the earliest anticipated date for any contract actions on the removal of the oil-soaked piles. Additional and more recent sample analyses are required for the disposal characterization.

The Navy is initiating another interim removal action at the site. The removal action involves several soil contamination "hot spots" discovered during the Phase I RI. The hot spots include an area in the central portion of the site (around MW-3) and an area at the southern end of the site (near MW-4). Significant oily soil contamination, including polychlorinated biphenyls (PCBs), was found at each location. The Navy has funding for the design of this removal action this fiscal year.

GOULD ISLAND BUILDING #35 DEMOLITION PROJECT

The contract for the demolition of Building 35 has not been awarded. The solicitation for this work was canceled and the contract is now at the General Accounting Office (GAO). Both of the two lowest bidders for the work were considered "non-responsive" by the Navy. However, both bidders have filed bid protests with the Navy. There is a 60-day bid protest response

period at the GAO, as well as another 30 days for resolicitation and 30 days for award negotiation. Thus, the earliest expected award date for this contract is in 4 months or August 1993.

DLA TANK FARM INVESTIGATION

Over the last year, several reports have been completed on the environmental investigations and remedial activities conducted at Tank Farm One, Tank Farm Two, and Tank Farm Three by Ground Water Technology Inc. for the Defense Logistics Agency (DLA). The three tank farms are located on the Defense Fuel Support Point (DFSP) Melville Terminal in Portsmouth. A meeting was held on March 25, 1993, which the RIDEM attended, where GTI presented the findings of the environmental investigations conducted to date at the three tank farms. A progress report on the investigations was also distributed at the meeting. The RIDEM expressed concerns over whether the investigations being directed by the DLA would be acceptable to the EPA and Northern Division.

There was also some question as to what additional environmental investigations would be conducted at the site under the Installation Restoration Program. The Northern Division indicated that the DLA was provided with a copy of the Draft SASE Work Plan which addressed the three tank farms for use in developing the scope of their investigations. In addition, several of the investigation activities (e.g., soil gas, geophysics, monitoring wells) proposed in the draft SASE work plan have already been conducted by the DLA. Thus, the Northern Division is now holding off on their SASE investigations of these sites until all of DLA's investigations are completed and the findings assessed. The Northern Division will be sending a letter to the DLA with a request for an increased level of communication on the site investigations and with a recommendation for a meeting to address RIDEM's concerns on the acceptability of their studies.

DERECKTOR SHIPYARD INVESTIGATION

The Derecktor Shipyard is a proposed study area. A preliminary site assessment for the shipyard area was conducted by Haliburton/NUS. The preliminary site assessment included a file records review and site walkover. The draft preliminary assessment report was received last month by the Navy. The report is undergoing internal Navy review and is expected to be revised this month. The report is being prepared to focus on key areas of concern on the shipyard. There is currently no Navy DERA funding available to perform any additional studies on the shipyard. Although, the NETC considers this land a high priority for reuse and would like to get the property cleared for use.

GENERAL COMMENTS & OPEN DISCUSSION

The 24th TRC meeting for the Newport Installation Restoration Program (IRP) was adjourned at 1:00 P.M. The next TRC meeting is tentatively scheduled for 10:00 A.M. on June 17, 1993 at the Public Works Department (Building 1) on the NETC. Once the actual TRC meeting date is set, the Navy will issue a letter to all TRC members confirming the date of the meeting. The RIDEM requested that the Navy Northern Division representatives come to their offices in Providence and explain to the RIDEM the status of the Navy funding for NETC environmental activities.

ATTACHMENT A

-LIST OF ATTENDEES-

TECHNICAL REVIEW COMMITTEE MEETING
APRIL 8, 1993
NETC NEWPORT RHODE ISLAND

	NAME	AFFILIATION	PHONE
1.	FRANCO LA GRECA	NORTHERN DIVISION - RPM	[redacted]
2.	TODD BOBER	NORTHERN DIVISION	" "
3.	Bob Johnston	NCCOSC / EPA ERLN	[redacted]
4.	LT ERIC ODDERSTOL	COMSUBGRU TWO OIEI	[redacted]
5.	JIM BRIGGS	NORTHDIV - DESIGN MGR.	[redacted]
6.	FRANK O'Neill	City of Newport	[redacted]
7.	BRAD WHEELER	NUWC	[redacted]
8.	JEFF BOROWY	NETC - NEWPORT	[redacted]
9.	Tim Prior	U.S. Fish & Wildlife Service	[redacted]
10.	Michael R. Kulbersh	CDM Federal	[redacted]
11.	Andrew F. Minnicks	US EPA - Federal Facilities	[redacted]
12.	GREG FINE	RIDEM	[redacted]
13.	Paul Kulp	RIDEM	[redacted]
14.	JIM PERONTO	TRC ENVIRONMENTAL CORP.	[redacted]
15.	ROBERT C. SMITH	TRC ENVIRONMENTAL CORP.	[redacted]
16.	JOSEPH G. ESSEICHICK JR.	CDM Federal	[redacted]
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